

Recognized Authority on  
Connellsville Coke Trade.

# The Weekly Courier

Circulates Wherever Coke  
is Manufactured or Used.

VOL. 43, NO. 8.

CONNELLSVILLE, PA., THURSDAY MORNING, SEPTEMBER 2, 1920.

SIX PAGES.

## Prices and Prospects.

## DECIDED STIFFNESS IN MARKET FOR BOTH FURNACE AND FOUNDRY

\$18 No Longer Exceptional for  
Former; latter Up  
to \$19.50.

## IMMEDIATE ACCEPTANCE

Is Condition Upon Which Quotations  
Are Being Made; Prices Refuse to  
Reflect Decline in Coal; By-Product  
Production Is Near Capacity.

Special to The Weekly Courier.

PITTSBURG, Sept. 1.—The coke market has held up with decided stiffness in the past week, and conditions of the past two or three business days really indicate more strength in the market than existed a week ago, particularly if prices, and the willingness of operators to hold quotations open are to be taken as the chief criterions. In the past few days spot furnace coke has been selling at both \$17.50 and \$18, with \$18 coke decidedly prominent. A week ago \$17.50 seemed to be the general market, with an \$18 price altogether exceptional, and there had been some cases of coke of fair grade, though not the best, selling at less than \$17.50. In foundry coke there is corresponding stiffness, as coke of anything like standard quality is regarded as more or less of a bargain at \$18, and in not a few cases consumers have had to pay \$19.50, not for gilt edge coke but simply for coke of fair quality.

Another factor showing the stiffness of the market is the unwillingness of coke operators to hold their quotations open. In ordinary times a quotation is usually regarded as being open for acceptance within a day or two, but it is now quite exceptional for an operator to consider a quotation good for more than a few hours. The sales are practically sales of car numbers, an operator not offering for sale the coke he expects or hopes to make the next day, but offering rather on the coke he already has loaded. If the buyer does not take the coke offered on a given day, the negotiations must begin afresh the next day. Coke offered is not always sold, it appears, for in-making offers an operator frequently states that he is under no necessity of selling, as he can apply the coke offered on a contract instead. The spot market stands quotable as follows:

Furnace ..... \$17.50 @ \$19.00  
Foundry ..... \$17.50 @ \$19.50

Buyers of coke who have been hoping to see lower prices, as coke prices are of course extremely high from any viewpoint, have been counting upon a decline in coal as an indication that would likely reduce the market price of coke, but thus far the evidence is the other way, for the coal market has on the whole had a decided decline, and the price of coke does not reflect that decline.

The by-product ovens are working rates satisfactorily and on the whole are producing very nearly at capacity, but all the output seems to be absorbed readily by the attached furnaces, so that no by-product coke is being offered in the open market. In some quarters such offerings had been rather expected whenever there should be even a moderately free movement of coal.

The pig iron market, from which the coke market sometimes takes its cue, is extremely dull. Recent activity has been in prices rather than in tonnage, that is, prices have had an advance, that usually does not occur with such a light tonnage turnover. The advance occurred because the furnaces were so stiff in their position, apparently caring little whether or not they sold any iron. Possibly this would point to their being well sold up at lower prices than now obtain, in which case one would hardly expect them to pay fancy prices for coke, yet the furnaces pay the prices. Even at \$50 for pig iron the Valley furnace man paying \$18 per net ton at ovens for Connellsville coke is paying, for coke and its transportation, more than two-fifths of what would be obtained for the pig iron, as it requires more than a ton of coke to make a ton of iron.

Apparently the pig iron market is now deadlocked, with furnaces holding stiffly to their prices and consumers refraining from buying except such small lots as they must have to piece out for the time being. The consumers have a great deal of iron coming to them, only a few being forced to make additional purchases at this time. The market is quotable as follows:

Bessemer ..... \$45.50  
Basic ..... \$45.50  
Foundry ..... \$45.50  
Malleable ..... \$50.00

These prices are f. o. b. Valley furnaces, the freight to Pittsburgh being \$1.36, as advanced last Thursday from \$1.40.

Coke from Africa to Sweden.

Illustrative of the manner in which high prices develop new competition is the fact that coal from South Africa is now being shipped to Sweden. This involves a long sea voyage, but American coal is so high priced and English coal is so scarce that the Scandinavians have to go far afield for their tonnage.

With Billman Interests.

The Diamond Coal & Coke company, for many years located in the House building, Pittsburgh, is now with the Billman interests, in the Oliver building.

## COKE FREIGHT RATES

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region, (Somerset, Cambria, Blair, Armstrong, and the Lower Connellsville region (often called "the Monongahela") to principal points for shipment are as follows: Rates for shipment are as follows: Rates for shipment are as follows: Effective June 24, 1918:

| DESTINATION                      | RATE   |
|----------------------------------|--------|
| Baltimore                        | \$2.42 |
| Buffalo                          | 2.60   |
| Canton                           | 2.60   |
| Cleveland                        | 2.20   |
| Columbus                         | 2.20   |
| Detroit                          | 2.90   |
| E. St. Louis                     | 2.60   |
| Harrisburg                       | 2.20   |
| Jersey                           | 2.20   |
| Louisville                       | 2.20   |
| Milwaukee                        | 2.20   |
| New York                         | 2.20   |
| Philadelphia                     | 2.20   |
| Port Huron                       | 2.60   |
| Port Madison (Ont)               | 2.60   |
| Pottstown                        | 2.60   |
| Reading                          | 2.60   |
| Richmond, Va. (B. & O.)          | 2.40   |
| Richmond, Va. (P. O. R. R.)      | 2.40   |
| Roanoke                          | 2.40   |
| Swedesboro, Pa.                  | 2.60   |
| Toledo, O.                       | 2.60   |
| Wheeling                         | 2.60   |
| Valley Points                    | 2.60   |
| For Export                       |        |
| From Connellsville District:     |        |
| Philadelphia (F. O. B. vessels)  | \$2.40 |
| Richmond, Va. (F. O. B. vessels) | 2.40   |
| Roanoke (F. O. B. vessels)       | 2.40   |
| Swedesboro, Pa.                  | 2.60   |
| Toledo, O.                       | 2.60   |
| Wheeling                         | 2.60   |
| Valley Points                    | 2.60   |

From Connellsville District:

Philadelphia (F. O. B. vessels)

Richmond, Va. (F. O. B. vessels)

Roanoke (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Toledo, O. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Latrobe District:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Uniontown:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

Philadelphia (F. O. B. vessels)

Swedesboro, Pa. (F. O. B. vessels)

Wheeling (F. O. B. vessels)

Valley Points (F. O. B. vessels)

From Monongahela River:

## FREIGHT MOVING RECORDS BEING BROKEN BY R. R.

Over 10,000 More Cars Hauled Than in Corresponding Weeks of 1919.

### NOW CLOSE TO 1919 MARK

oaded Car Accumulations Have Been Very Materially Reduced; Car Shortage Less Pronounced; Gradual Improvement in Operating Efficiency.

"Increases in railway operating efficiency have been effected so rapidly within recent weeks," says the Rail

way Age, "that the railways probably are now moving more freight than they ever moved before at this time of year. The number of cars of freight loaded in the week ending August 7, was the largest of the year 1920. It was 942,150 carloads. This was 70,077 carloads more than were moved in the corresponding week of 1919, and only 5,805 carloads, or one-half of one per cent, less than the number moved in the corresponding week of 1919."

"How great has been the improvement in transportation conditions since the railways began to recover from the effects of the 'outlaw' strike, tend to make their drive to establish a new standard of efficiency, is indicated by the fact that in the first week of August the number of carloads moved was greater by 154,000, or about 20 per cent, than in the first week of June. The freight loaded in the first week of August in the South, Central, Western and Southwestern districts was greater than ever before in the corresponding week of any year. There is no reason for doubting that the improvement in operating results which had been gained throughout the country up to the week ended August 7 has been continued up to the present time, and that therefore, as already indicated, the amount of traffic being moved in the country as a whole is now greater than ever before at this time of year."

"Support is given to this view by the statistics regarding the production and transportation of coal. The amount of bituminous coal produced and transported in the week ended

August 14 was the largest of the present year, being 11,725,000 tons.

Further support is afforded by the statistics regarding the accumulations of freight cars awaiting movement and those regard'g car shortage. The

accumulations of freight cars had

been reduced on August 13 to 7,011,

which is the best record yet reported

for the year 1920. The number of

deferred car requirements in the

United States—in other words, the

so-called 'car shortage'—also showed

a reduction in the week ended Aug

7 to 119,350, after having shown an

increase in the preceding week.

The increase in the amount of

traffic being handled and the reduc-

tion of congestion and of car shortage

are chiefly attributable to the efforts

the railways have been making to

increase the average miles moved by

each freight car daily.

The railways are still a long way

from having effected the improvement

in the efficiency of their operation

which they have set out to make. So

long, however, as they can show by

actual results that they are constantly

increasing their efficiency and the

amount of business handled they can

not be justly criticized by the public

if they do not handle all the business

offered them. Just how much greater

will be the improvement effected in

operating methods and results will

depend not only on the efforts put

forth by the railway management,

but also on the cooperation they re-

ceive from the public, and especially

from the shippers and consignees of

freight."

### TAX INCREASE

Due to the Increase in Freight and Passenger Rates.

Promptly upon the announcement of the railroad rate increase award internal revenue officials began figuring out the increase tax revenue that would result.

Transportation taxes for the fiscal year ending June 30 aggregated approximately \$23,000,000. This sum was made up from the 3 per cent tax on freight charges amounting to \$12,000,000, the \$8 per cent tax on passenger tickets amounting \$100,000,000 and the 3 per cent tax on Pullman charges producing \$6,500,000.

On this basis officials of the Bureau of Internal Revenue calculate the additional taxes will aggregate \$38,500,000 on freight, \$18,700,000 on passenger and \$3,500,000 on Pullman charges.

About \$40,000,000 is estimated as the increased railroad income tax while the wage award, making nearly all railroad workers subject to income tax, with it is believed, produce \$10,000,000 additional income tax money for the treasury.

### SILICA BRICK

Made in the United States in 1919 decreased \$8,190,000 in value.

The quantity of silica brick produced in the United States in 1919, according to an estimate made by the United States Geological Survey, Department of the Interior, was the equivalent of 118,553,000 nine-inch brick, and was valued at \$11,750,000, a decrease of 12,159,000 brick and of \$8,190,000 from 1918.

The average price per thousand feet increased from \$5.39 in 1918 to \$5.52 in 1919. The output in 1919 though much smaller than that in 1918 was much larger than that made in any year prior to 1916, and the value in 1919 was much larger than in any year prior to 1917.

The order becomes effective at once and remains in operation until next April 1.

Advertisement in The Weekly Courier.

### MILLION AND HALF

Tons of Coal Lost By the Strike in the Middle West.

The strike of daymen in the Middle West, says the United States Geological Survey, caused the production of soft coal during the last week of July to drop below the level for the first time this year. The rate of output including lignite and coal coked at the mine is estimated at 9,457,000 net tons, a decrease when compared with the latest pre-strike week of 15,223,000 net tons.

Production during the first 181 working days of the last four years has been as follows, in net tons:

1917 ..... 13,000,000

1918 ..... 14,000,000

1919 ..... 14,000,000

1920 ..... 10,257,700

The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919.

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind 1917, and more than thirty-six million tons behind 1918, but forty-four and a half million tons ahead of 1919."

"The year 1920 is thus more than eighteen million tons behind

## COMMERCIAL AND INDUSTRIAL BODIES OF PENNSYLVANIA

**Vote Approval of Principles Forming Basis of Employment Problems.**

### LIBERTY OF INDIVIDUAL

**Both Employer and Employee, and Right to Determine Employment Relations With Each Other Is Considered Associate for Lawful Purpose**

**WASHINGTON, Sept 1.—Fifty commercial and industrial organizations in the state of Pennsylvania have gone on record in support of a declaration of 12 principles of industrial relations designed to establish a basis on which employers and employees may work out employment problems.**

The vote was taken on the report of a committee of the Chamber of Commerce of the United States submitted to a country-wide referendum of business associations. The principles received the overwhelming approval of the organization, voting in every state in the union.

Summarized, the twelve principles were as follows:

"Every person has the right to engage in any lawful occupation and to enter individually or collectively into any lawful contract or agreement, either as employer or employee.

2. The right of open-shop operation; that is, the right of employer and employee to determine the condition of employment relations with each other, is an essential part of the individual right of contract possessed by each of the parties.

3. All men possess the equal right to associate voluntarily for the accomplishment of lawful purposes by lawful means, but such association confers no authority over, and must not deny any right of, those who do not desire to act or deal with them.

4. Associations or combinations of employers or employees, or both, must be legally responsible for their conduct and that of their agents.

5. The restriction of productive effort or of output by either employer or employee for the purpose of creating an artificial scarcity of the product or of labor is an injury to society.

6. The wage of labor must come out of the product of industry and must be earned and measured by its contribution thereto. It is the duty of management to cooperate with the worker to secure continuous employment.

7. The number of hours in the work day or week in which the maximum output, consistent with the health and well-being of the individual, can be maintained in a given industry should be ascertained by careful study and never should be exceeded except in case of emergency, and one day of rest should be provided. Reduction in working hours below such economic limit, in order to secure greater leisure for the individual, should be made only with understanding and acceptance of the fact that it involves a commensurate loss in the earning power of the workers, a limitation of output and an increase in the cost of the product.

8. Adequate means is satisfactory both to employer and his employee, and voluntarily agreed to by them, should be provided for discussion and adjustment of employment relations.

9. When the employer and his employee do not deal individually, but by mutual consent through representatives, representations should not be chosen or controlled by or represent any outside group or interest.

10. The greatest measure of reward and well-being for both employer and employee and the full social value of their service must be sought in the successful conduct and full development of the particular industrial establishment in which they are associated.

11. While the right of government employees to secure just treatment must be amply safeguarded, the community welfare demands that no combination to prevent or impair the operation of government or of any government function shall be permitted.

12. The power of regulation and protection exercised by the state over the corporation should properly extend to the employee so far as may be necessary to ensure unimpeded operation of public utility services.

### TEN BILLIONS

**OF Railroad Stocks Held by Over One Million Different People.**

The railroads, bankers and the others who want somebody to own the railroads, should look up the facts and see who does own the railroads.

More than 1,000,000 people own \$10,000,000 worth of railroad stocks and bonds. Life insurance companies, with \$30,000,000 policy holders and nearly \$2,000,000 savings banks, with 10,000 depositors own \$30,000,000. Other insurance companies than life own \$60,000,000. Various institutions, benevolent and otherwise, own \$350,000,000. Trust companies, end-state and national banks own \$350,000,000 worth of these railroad securities. If the people do not own the railroads, now they never will.

### LOCAL MEN BUY COAL

**G. Corrado and P. Galante Buy Six Acres of Nine-Foot Vein.**

Approximately six acres of the nine-foot Connellsville vein of coal, under land in Mount Pleasant, has been sold by Thomas N. Seaton and A. T. Colini, executors of the will of O. P. Shupe's "Young Pleasant, to Gaston Gerrard and Philip Gairards Connellsville, \$15,102.56.

The sale was made August 25 and the deed filed in the Recorder of Deed's office the same day.

Advertised in The Weekly Courier.

### INITIAL DIVIDEND

**Of Five Per Cent Will Be Paid Uncured Thompson Creditors.**

Uncured creditors of Josiah V. Thompson will be allowed an initial dividend of five per cent of their claims, according to the report of William R. Blair, referee in bankruptcy, filed Saturday in Pittsburgh. Future dividends it is stated, are left to the discretion of the trustees.

The balance in the hands of the trustees is found by the referee to be \$4,143,583.06; the total proven claims, \$1,378,159.69, and the amount of the dividend, payable September 15, according to the referee's order, is \$903,900.43. The dividend is payable on unsecured debts aggregating \$18,078,008.61.

The report of the referee virtually brings to a close the Thompson litigation, which has now been going on for approximately five years. It was stated at Referee Blair's office that future dividends are left to the trustees.

**57 CENTS PER TON AVERAGE INCREASE IN COAL FREIGHT**

**Will Add \$200,000,000 Yearly to Bill of Consumers of Bituminous.**

### GAIN OF OVER BILLION

In the Freight Revenues of the Railroads, 15.7c. Per Ton Which Will Increase Coal Handling Fuel One-Half Coal Traffic Is Non-Productive.

A railroad statistician of high standing is credited by the Co. Review with the statement that the average increase in freight rates on commercial coal, under the new rates, which will go into effect shortly, by permission of the Interstate Commerce Commission, will be about 57 cents per ton for bituminous coal.

The total additional cost to consumers brought about by the increase in rates will be about \$200,000,000, or year.

There is, of course, a wide variation, the amount of the increase depending on the length of the haul. The figure of 57 cents per ton, however, is an estimate, based by the statistician on the average haul.

The railroads contemplate additional revenue of \$1,200,000,000 from rate increases on all freight. It will not be seen that this will bear about 15 per cent of the burden.

According to official figures of the Interstate Commerce Commission coal constitutes 27.8 per cent of all the freight traffic moved by the railroads of the country.

This is divided as follows: In the eastern railroad district, coal constitutes 31.16 per cent of all the freight traffic; in the south, it constitutes 38.83 per cent, and in the western district, but 15.16 per cent. This gives for the whole country an average of 27.82 per cent.

It will be seen that if coal bore rates as high in proportion as those imposed on the general run of freight, the additional rate burden to be thrown upon it, as a result of the rate decisions, would approach half a billion dollars.

The proportion is not maintained. The commission's decision adds a sum approximating 15 per cent on the total amount to be paid by the application of the new rates to all freight, that total amount being \$1,200,000,000.

Those figures necessarily are estimated, it being a curious fact that neither carriers nor the government have made a general practice of computing separate figures on the amount of revenue which the rail traffic yields on the roads. Although the United States Railroad Administration, during its control, gathered elaborate statistics of various sorts from the carriers, it rather conspicuously omitted provisions for the formulation of statistics on the important coal traffic.

The railroads haul a great deal of fuel for their own use. This railway fuel, amounting in the aggregate to one-third of the total coal traffic, has been eliminated from the calculations presented here, except as to cost, which case the railroads, for another, in which case the rate is paid and the traffic becomes revenue producing.

**OBJECT TO SALES CONTRACT BY COKE COMPANY DIRECTORS**

**Suit to Restrict Marketing of Product Through Connellsville Fuel Co., Brought by Stockholders.**

G. W. Thompson, a stockholder of the Southern Connellsville Coke Company, for himself and such other stockholders as may see fit to do so, has filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, E. F. Markell and J. R. Davidson, directors of said corporation, enjoining and restraining the defendants from selling and marketing the coal and coke of the Southern Connellsville Coke Company through the Connellsville Fuel Company.

Charles Detwiler is president of the corporation and J. R. Davidson is treasurer. The plaintiff alleges that the defendants have obtained fraudulently control of the corporation. It is responding week of August 19, 1920.

Operations along the Monongahela River, along the Monongahela railway, in West Virginia, last week trip.

The Monongahela region last week produced 7,633 cars of coal and coke on the Baltimore & Ohio and Western Maryland railroads.

Line along the Monongahela division of the Baltimore & Ohio loaded 8,251 cars of coal and 108 of coke. This was 360 cars short of the week ending.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.

Mr. Markell and J. R. Davidson, directors of the Southern Connellsville Coke Company, through the Connellsville Fuel Company, filed a suit in equity for a preliminary injunction in Unadilla against the Southern Connellsville Coke Company, a West Virginia corporation, doing business in Pennsylvania, and Charles Detwiler, president, produced 1,711 cars of coal. These in August 31 and 864 cars more of the same week, a digest of the news sheet.



## Thousands Make MERRY AT LEGION "COMMUNITY" DAY

First Annual Outing of Soldier Post at Oakford Park is Complete Success.

## SPORTS A BIG FEATURE

Program is Carried Out in its Entirety; Various Races and Contests For Both Men and Women Afford Amusement For Onlookers; City Closed Up.

"Community Day" was a success. With clear skies all day, the sun came out in all its glory in the afternoon and cast its rays on 4,000 jolly picnickers from Connellsville and surrounding towns at Oakford park. The day was a glorious achievement for the American Legion boys. It was one of the most pleasing and well-enjoyed outings the people of Connellsville have participated in for years. Twenty-one special cars were required to carry the big crowd to the park from all points near Connellsville and the transportation facilities were excellent for the day.

With special cars leaving the West Penn waiting room at 7:30 o'clock and every 15 minutes thereafter, it did not take long to transport an immense crowd to the park. No official count was taken of the crowd, but it was estimated at well over 4,000. Members of the Legion accompanied each car as it left, here to look out for the safety and welfare of their guests. Many automobiles went to the park, which greatly added to the attendance. The Legion boys worked hard to make the day worth while for the picnickers and they were well rewarded for their efforts by the complete success of the affair. Everywhere the ex-soldier boys were willing to do something to help and greet everyone with a glad hand and a smile that only a Legion member who feels the support of his community can wear.

Connellsville people warmly responded to the boys' appeal to come and make the day a success and many merchants who previously never closed their stores on such holidays and who had almost forgotten just what an old fashioned basket picnic was like, came to the park and had a day brim full of fun and happiness that they will long cherish.

The town was closed tight during the day and probably the only business establishments open in the afternoon were the motion picture shows who entertained the older people and those who could not get away from their occupations early enough to attend the picnic.

One of the fine features of the day was the fact that not a single serious accident was reported among the picnickers.

The sports committee, headed by Percy J. Murphy, provided a program that was complete and followed out to every detail. The events were staged on schedule time and furnished amusement for old and young alike. Dancing was held during the afternoon and evening under the supervision of a committee headed by J. Montgomery Dilworth. The dance was well patronized.

Albert Rose, chairman of the refreshment committee saw to it that the picnickers were supplied with ice cream and coffee. The committee had a job on its hands in this respect but they handled it very capably and every one was supplied. Paul G. Waggoner, chairman of the transportation committee, handled the transportation feature in a way that enabled everyone to get to the park and leave it at convenient hours and in a comfortable manner. Enough cars were engaged that passengers were not crowded. The advertising committee was headed by Max C. Floto, who with the rest of the committee, deserves a large share of the day's success in getting so many people to the park. The baseball committee was composed of Ralph Cover, chairman, and Lawrence Moorman, who staged a hotly contested game of ball in the afternoon between the Connellsville and Greensburg Legion Posts. After nine full innings the Milton B. Bishop Post of Connellsville won by the score of 5 to 2. Outstanding features of the game was the catching of Mullin and the pitching of Moormaz. Both men deserve much credit for bringing Connellsville the victory. Raisin featured when he made four hits out of four times at bat.

The children's carnival and the balloon blowing contest afforded everyone an opportunity for fun. Flags, "crickets," and other devices were on hand in plentiful supply for the youngsters who made merry the whole day long. The snap-shot contest for amateur photographers attracted a number and their pictures will be judged by the committee of Legion members as soon as they are developed. The judges for the contests of the day were: Charles McCormick, Charles Carson, Max C. Floto, T. W. Scott and Percy R. Sheetz.

Following is a list of the events and the prize winners:

Event No. 1—Children's carnival—1. smallest girl in line, Nellie Rose Pirt; 2, 18 months, mother, Mrs. A. R. Pirt; 2, smallest boy in line, Robert Cavanaugh, 2 years old, mother, Mrs. Edward Cavanaugh.

Event No. 2—Balloon blowing contest—1. Clarence Bush; 2. George Corastock; 3. Nora Keller, Pittsburgh.

Event No. 3—50-yard dash—Girls under 14 years—1. Virginia Snyder; 2. Jeanette Levy and Carrie Dale Enoos. (tie); 3. Anna O'Donnell.

Event No. 4—Fat men's race, 50 yards, over 200 pounds—1. E. A. Connick; 2. F. C. Rose; 3. Mike Ruff.

Event No. 5—Newspaper race—15 yards, for ladies—1. Carolyn Tennant; 2. Savilla Struble; 3. Mrs. Lena Adams.

Event No. 6—100-yard dash—Boys under 18—1. James Ellenger; 2. Clare Foley; 3. William Brownley.

Event No. 7—Skillet throwing—contest—1. Miss Alma Reiter; 2. Miss Jean Ling; 3. Mrs. Arthur Kennedy; 4. Event No. 8—Scalpings—rewards to be retained by the Legion.

Event No. 9—Free for all race—100-yard dash—1. Miss Mabel Jones; 2. Miss Carolyn Tennant; 3. Miss Savilla Struble.

Event No. 10—25-yard crow race—1. Donald Weimer; 2. John Sauter; 3. Thomas Sweetney.

Event No. 11—50-yard dash—Boys under 16—1. Kenneth Jones; 2. James Ellenger; 3. Joseph Johns.

Event No. 12—Young Ladies Race—50-yards—1. Miss Mabel Jones; 2. Miss Alice Kramer; 3. Miss Rosalie Guyra.

Event No. 13—Four-legged race—Two boys tied together—1. James Dailey and John Rocks; 2. James Stauffer and Robert Simpson; 3. Paul Smith and Paul Cart.

Event No. 14—Men's 100-yard race, for men over 40—Substituted for Lobster race for men—1. Charles Spense; 2. August G. Priam; 3. Jake Sapolsky.

Some Houses Are Ransacked From Top to Bottom; Others Only Partially Gone Over.

## EVIDENTLY AFTER MONEY

Few Articles of Much Value Are Taken in Robes; Enter Rooms of C. T. Giles in Colorful Residence; Also "Ransack H. F. Albright's House

Three times between the hours of 3 and 4 o'clock A. M. Thursday six South Side houses were entered by robbers. Some of the houses were ransacked from top to bottom while others were searched on the first floor only. The entrance was gained through a side window which was broken out. An iron bolt, found nearby that morning, is thought to have been used to break open the window. The shoes and overalls were evidently placed in a sack to be carried off. One odd shoe was left, being overlooked. The empty shoe boxes were left scattered about the floor.

No money was secured, all cash having been removed when the stores were closed, and the cash drawer left open.

The post office, which is also in the store, was not molested. Mr. Hamilton said this morning he believed the thieves became frightened and left in a hurry. Exit was made through the broken window.

The courses of the robbers can be easily traced. The first home they entered was that of Frank Coughenour at 301 East Green street, where they gained entrance through the cellar door. Progressing upstairs they did not find much that would be of any value to them so they proceeded to the second door to the flat of C. T. Giles. Evidently they ransacked in a similar manner. Finding nothing of great value lying about they gave it up and left the house. They then turned the corner and stopped at the next home, that of Mrs. B. F. Rudolph on Vine street. Here they failed to gain entrance and turned their attention to the Rudolph store on the corner of Vine street and Washington avenue where they also failed to make an entrance.

The next visit was to the home of Henry Albright, just across Vine street from the store. Here they climbed through a window and roamed all over the first floor of the house. They went to the kitchen where some food stuffs were taken. Nothing was found missing this morning. The robbers then crossed over the street again and went up Washington avenue, stopping at the first house around the corner from the Rudolph store—the home of Mrs. Hannah Ritchie. Again they were failed to make an entrance so they proceeded a little farther.

Jumping several houses between they crossed Washington avenue and made their way to the home of J. C. Clark at Washington avenue and Sycamore street. Here they cut through a screen in the window and climbed into the kitchen. Nothing could be found missing. This morning though much silverware and other household valuables were lying about.

It is not known just what the robbers were after though the general opinion among the residents is that the thieves wanted money and that only. The only trace found of the robbery was a small foot print outside a window at the home of Henry Albright and several finger prints in the dirt on the windowsill.

These were taken by the police and will be used as a clue to the identity of the miscreants. The footprint was made by a small shoe, possibly that of a woman, it was said. The general methods employed by the robbers or robber point to the fact that there might only have been one of them. The police are working on the case.

Assignment of Connellsville Township Teachers Also Announced.

Monday, September 5, has been announced as the date set for the opening of the Connellsville township schools. Children who will be six years old by January 1, may enter at the beginning of the term. All students must be vaccinated and those who were unsuccessfully vaccinated must undergo the operation again before entering school.

The teaching corps is as follows:

Rock Ridge, Mrs. Helen Reagan, principal; Miss Anna Fette, Poplar Grove; Miss Anna Woods, Washington, Miss Mary Burchfield, principal; Mrs. Sarah Patner, Narrows, Miss Zera Loomis, principal; Miss Clara Harwick, Casparis, Miss Ida Walker, The Broad Ford school is still vacant.

All teachers of the township are requested to meet Thursday afternoon, September 2, at 2 o'clock at the Popular Grove school to receive instructions in writing from P. O. Peterson, Instructor of writing in the township.

**INFORMATION**

P. R. Weimer Takes Over Block as an Investment.

The old Elkhorn property in East Crawford avenue has been purchased as an investment by P. R. Weimer, through a deal closed about a week ago. The consideration was not announced.

The property is 53 by 165 feet. It adjoins the new Macabee home. It was sold by W. A. Bishop, executor for the Bishop heirs.

AGED WOMAN HURT

Mrs. Cecilia Knippl of Scottdale Has Bad Fall.

Mrs. Cecilia George Knippl, one of the oldest residents of Scottdale, was seriously injured when she fell at the home of her son, C. B. Knippl, at Scottdale. She had gone to the Knippl home to attend the funeral of her little grandson, Harry Frick Knippl, son of the late H. H. and Mrs. William Knippl of Homewood. The injured woman was taken from the residence while serving with a detachment of this outfit at Hazelwood, Siberia, last September.

Another inquiry comes from Mrs. N. R. Burnworth, Uniontown, for some intelligence as to the fate of her son, Private Ross, R. Burnworth, Company F, 31st Infantry. He was last heard from while serving with a detachment of this outfit at Hazelwood, Siberia, last September.

State Taxes Charge.

HARRISBURG, Aug. 22.—Legislative representatives of the state department of health have been ordered to take charge of the borough of Elco.

Event No. 6—100-yard dash—Boys under 18—1. James Ellenger; 2. Clare Foley; 3. William Brownley.

Advertise in The Weekly Courier.

## THIEVES ATTEMPT ENTRANCE TO SIX SOUTH SIDE HOMES

Only Two Pair Left Behind; Ten Pairs of Shoes Are Also Taken From Shelves.

Thieves broke into B. H. Hamilton's general store at Layton Friday and carried off shoes and overalls. It is not known today whether any other wearing apparel was taken. Seven pairs of working shoes and three pairs of fine shoes were stolen, together with a number of pairs of overalls. Only two pairs of the latter were left in the store. Mr. Hamilton, however, said he was not carrying a large stock.

Entrance was gained through a side window which was broken out. An iron bolt, found nearby that morning,

is thought to have been used to break open the window. The shoes and overalls were evidently placed in a sack to be carried off. One odd shoe was left, being overlooked. The empty shoe boxes were left scattered about the floor.

No money was secured, all cash having been removed when the stores were closed, and the cash drawer left open.

The post office, which is also in the store, was not molested. Mr. Hamilton said this morning he believed the thieves became frightened and left in a hurry. Exit was made through the broken window.

The courses of the robbers can be easily traced. The first home they entered was that of Frank Coughenour at 301 East Green street, where they gained entrance through the cellar door. Progressing upstairs they did not find much that would be of any value to them so they proceeded to the second door to the flat of C. T. Giles. Evidently they ransacked in a similar manner. Finding nothing of great value lying about they gave it up and left the house. They then turned the corner and stopped at the next home, that of Mrs. B. F. Rudolph on Vine street. Here they failed to gain entrance and turned their attention to the Rudolph store on the corner of Vine street and Washington avenue where they also failed to make an entrance.

The next visit was to the home of Henry Albright, just across Vine street from the store. Here they climbed through a window and roamed all over the first floor of the house. They went to the kitchen where some food stuffs were taken. Nothing was found missing this morning. The robbers then crossed over the street again and went up Washington avenue, stopping at the first house around the corner from the Rudolph store—the home of Mrs. Hannah Ritchie. Again they were failed to make an entrance so they proceeded a little farther.

Jumping several houses between they crossed Washington avenue and made their way to the home of J. C. Clark at Washington avenue and Sycamore street. Here they cut through a screen in the window and climbed into the kitchen. Nothing could be found missing. This morning though much silverware and other household valuables were lying about.

It is not known just what the robbers were after though the general opinion among the residents is that the thieves wanted money and that only. The only trace found of the robbery was a small foot print in the dirt on the windowsill.

These were taken by the police and will be used as a clue to the identity of the miscreants. The footprint was made by a small shoe, possibly that of a woman, it was said. The general methods employed by the robbers or robber point to the fact that there might only have been one of them. The police are working on the case.

Assignment of Connellsville Township Teachers Also Announced.

Monday, September 5, has been announced as the date set for the opening of the Connellsville township schools. Children who will be six years old by January 1, may enter at the beginning of the term. All students must be vaccinated and those who were unsuccessfully vaccinated must undergo the operation again before entering school.

The teaching corps is as follows:

Rock Ridge, Mrs. Helen Reagan, principal; Miss Anna Fette, Poplar

Grove; Miss Anna Woods, Washington, Miss Mary Burchfield, principal;

Mrs. Sarah Patner, Narrows, Miss Zera Loomis, principal; Miss Clara Harwick, Casparis, Miss Ida Walker, The Broad Ford school is still vacant.

All teachers of the township are requested to meet Thursday afternoon, September 2, at 2 o'clock at the Popular Grove school to receive instructions in writing from P. O. Peterson, Instructor of writing in the township.

**INFORMATION**

P. R. Weimer Takes Over Block as an Investment.

The old Elkhorn property in East

Crawford avenue has been purchased as an investment by P. R. Weimer, through a deal closed about a week ago. The consideration was not announced.

The property is 53 by 165 feet. It adjoins the new Macabee home. It was sold by W. A. Bishop, executor for the Bishop heirs.

AGED WOMAN HURT

Mrs. Cecilia Knippl of Scottdale Has Bad Fall.

Mrs. Cecilia George Knippl, one of the oldest residents of Scottdale, was seriously injured when she fell at the home of her son, C. B. Knippl, at Scottdale. She had gone to the Knippl home to attend the funeral of her little grandson, Harry Frick Knippl, son of the late H. H. and Mrs. William Knippl of Homewood. The injured woman was taken from the residence while serving with a detachment of this outfit at Hazelwood, Siberia, last September.

Another inquiry comes from Mrs. N. R. Burnworth, Uniontown, for some intelligence as to the fate of her son, Private Ross, R. Burnworth, Company F, 31st Infantry. He was last heard from while serving with a detachment of this outfit at Hazelwood, Siberia, last September.

State Taxes Charge.

HARRISBURG, Aug. 22.—Legislative representatives of the state department of health have been ordered to take charge of the borough of Elco.

Event No. 6—100-yard dash—Boys under 18—1. James Ellenger; 2. Clare Foley; 3. William Brownley.

Advertise in The Weekly Courier.

## THIEVES TAKE ALMOST ENTIRE OVERALL STOCK FROM STORE IN LAYTON

Only Two Pair Left Behind; Ten Pairs of Shoes Are Also Taken From Shelves.

Thieves broke into B. H. Hamilton's

general store at Layton Friday and carried off shoes and overalls. It is not known today whether any other wearing apparel was taken. Seven pairs of working shoes and three pairs of fine shoes were stolen, together with a number of pairs of overalls. Only two pairs of the latter were left in the store. Mr. Hamilton, however, said he was not carrying a large stock.

Entrance was gained through a side window which was broken out. An iron bolt, found nearby that morning,

is thought to have been used to break open the window. The shoes and overalls were evidently placed in a sack to be carried off. One odd shoe was left, being overlooked. The empty shoe boxes were left scattered about the floor.

No money was secured, all cash having been removed when the stores were closed, and the cash drawer left open.

The post office, which is also in the store, was not molested. Mr. Hamilton said this morning he believed the thieves became frightened and left in a hurry. Exit was made through the broken window.

The courses of the robbers can be easily traced. The first home they entered was that of Frank Coughenour at 301 East Green street, where they gained entrance through the cellar door. Progressing upstairs they did not find much that would be of any value to them so they proceeded to the second door to the flat of C. T. Giles. Evidently they ransacked in a similar manner. Finding nothing of great value lying about they gave it up and left the house. They then turned the corner and stopped at the next home, that of Mrs. B. F. Rudolph on Vine street. Here they failed to gain entrance and turned their attention to the Rudolph store on the corner of Vine street and Washington avenue where they also failed to make an entrance.

## COMPANY D RIFLE TEAM WINS THIRD PLACE IN 10TH REGT. AND SEVENTH IN DIVISION

At the State Meet at Mount Gretna; Three Men in Governor's Match.

### URGED TO GO TO SEAGIRT

County Farm Bureau Is Completing Plan for Contest at Dawson Fair, September 14.

Plans are being completed by the Fayette County Farm Bureau for the fifth annual boys' and girls' livestock judging contest which will be held at the Dawson fair, Tuesday, September 14. Already a number of applications have been received by the secretary of the Dawson Fair association and at the farm bureau office.

Last spring six boys were sent to State college where they entered the inter-state livestock judging contest. The Fayette county team took second place—as individuals, Harold Shaffer Vanderbilt, placed first and LeRoy Yosters, Mount Pleasant, placed second. At some time every member of the team had participated in a contest held at the Dawson fair, where they received their previous training.

The slow bird match, 10 shots at 200 yards and 10 at 600 yards, was won by Company J of Greensburg, with a score of 446. Company D was third with 330.

Company I also won the rapid fire match of 20 shots at the various ranges with a score of 314. Company D made seventh place with a score of 160.

Company D's team was urged to remain at the range to practice for and take part in the interstate guard shoot to be held at Seagirt, N. J., next week but the members decided to come home, arriving Saturday morning. They report having had a splendid time, with fine weather and all the comforts that go with it. The exciting incident of the week was the night attack upon and complete removal of the "spite fence" erected between the Camping Grounds at the place of business of a refreshment establishment kept by a popular veteran named Kaufman:

The camp was named in honor of Captain Orville R. Thompson, formerly commander of Company M, 18th Regiment, who was killed in action in France.

### CITY TREASURY IS ENRICHED \$390 BY WEEK-END ARRESTS

Raid on Alleged Disorderly Houses  
Bring Fat Sam; Acting Mayor  
Shaw Is Severe.

Police court receipts in Connellsville took a big jump over the weekend when \$390 in fines and forfeits were collected from violators of the law. Two disorderly houses were raided and a number were arrested for disorderly conduct and being drunk.

A disorderly house on Water street that has been raided by the police several times was the scene of a shooting fusillade during which Don W. Ritenour, a young man of town, was injured. He was struck by a stray bullet causing a scalp wound which was later treated at the city hall by Dr. E. A. McCombs.

The proprietor of the house was fined \$100 by acting Mayor R. E. Shaw and another woman, inmates of the place, were fined \$25.

Another house was raided in the vicinity of Meadow Lane which netted the city a nice sum in fines, the proprietor being fined \$100 and a man and a colored woman each \$25. Patrolmen Turner, Rull, Thomas and Lieutenant of Police Thomas McDonald made the arrests.

### SLOVAKS TO CELEBRATE

Lodges from Western Part of State Coming Here Labor Day.

Labor Day, Monday, September 6, will be celebrated here by the Slovak Catholic Gymnasium Sokol, part of the exercises to be held at Fayette Field. Lodges from Connellsville, Monessen, Charleroi, Butler, New Salem, Perryopolis, Star Junction and Brownsville will take part in the celebration.

At 8 o'clock the delegation will assemble in the Slovak hall in South Eighth street, West Side, going from there in a body to St. John's Slavic church, where mass will be celebrated. Following the services they will return to the hall; and at 10:30 o'clock assemble for the parade marching from Crawford avenue, down North Pittsburg street, out West Fayette street to Fayette Field where an attractive program will be carried out. It will include singing, "The Star Spangled Banner," addressed by Mayor Duggan and Father Moravak, drills, pole drill for small boys, flag drill for small girls, drill exercises for large girls and boys, double bar exercises, pole jumping contest and 100 yard dash race. About 2:30 o'clock they will return to the hall. A dance will be held in the evening.

### HOME ELECTRIC PLANT

Is Installed by C. A. Wagner at Same Home, Guard, Md.

C. A. Wagner has about completed the installation of an electric lighting and power plant at his summer home, Jean's Delight, Guard, Md. The plant, operated by a kerosene engine, will have a capacity of 150 lights. It will provide ample power for running machinery about the place and furnishing current for electric stoves. Mr. Wagner plans to install.

An illuminated driveway from the road to the cottage will be provided.

Files Divorce Lit.

A libel in divorce was filed in Uniontown today by Mrs. Elizabeth Conway against Frank M. Conway, charging cruel and barbarous treatment. The woman resides at Percy and her husband in Connellsville. They were married on February 17 at Uniontown. She says Conway deserted her on July 15, 1919.

Subscribe for The Weekly Courier.

Miners Hold Outing.

Over 1,400 people attended the United Mine Workers' picnic at Shady Grove park on Saturday. Fourteen special cars hauled the picnickers from Brownsville to the park.

Mrs. Chidester Improves.

Mrs. T. B. Chidester, who underwent an operation at the West Penn Hospital, Pittsburgh, is getting along very nicely.

Subscribe for The Weekly Courier.

Wholesale Paint Concern.

A new wholesale enterprise, the Palmer-Murphy Paint & Glass company, opened for business in South Pittsburg street yesterday. Mr. Palmer and Percy J. Murphy are the members of the firm.

If you have coal land for sale advertise it in The Weekly Courier.

Resigns Uniontown Position.

Mrs. Anna Harper Cunningham has resigned her position at the store of Hatfield & Hook in Uniontown, and will soon go to Cleveland, O., to visit her sister, Miss Madge Harper, formerly of this city. Mrs. Cunningham was formerly employed at the Wright-Metzler store here.

Each applicant must supply a photograph of himself measuring not less than an inch and a quarter square, one of these to be kept by the government and the other to be placed on the license card.

Wholesale Paint Concern.

A new wholesale enterprise, the Palmer-Murphy Paint & Glass company, opened for business in South Pittsburg street yesterday. Mr. Palmer and Percy J. Murphy are the members of the firm.

Joseph Bell.

Joseph Bell, 18 years old, son of Mr. and Mrs. Caliva Bell of Mt. Braddock, died Friday morning at the home of his parents following a two years' illness of dropsy. In addition to his parents he is survived by two sisters in Cleveland, O., and four brothers at home.

Attorney-at-Law.

GEORGE M. HOSACK, ATTORNEY-AT-LAW, Office, Suite 1109 Park Building, Pittsburgh, Pa. Telephone 1442.

McKittrick.

E. L. Zerby, M. A. L. Inc., C. E.

Fayette Engineering Company.

Civil, Mining and Consulting Engineers.

Miss and land surveys. Plans, estimates and specifications of complete coal and coke plants, railroads, water works, city paving and sewerage, etc. Estimates and reports on coal lands and mineral properties. Calculations.

SPECIALTIES: COAL AND COKE PLANTS. ELECTRIC BLUE PRINT DEPARTMENT.

601-2 First National Bank Bldg. Bell and Tri-State Phone 2424 UNIONTOWN, PA.

### Coal Freight Rates

EFFECTIVE JULY 1, 1926.

| TO EASTERN POINTS                 |          | ORIGINATING DISTRICT |          |        |
|-----------------------------------|----------|----------------------|----------|--------|
| Rate per Gross Ton of 2,240 lbs.  |          | Connellsville        |          |        |
| Pittsburg                         | Fairmont | Gibson               | Larimore |        |
| Baltimore, Md.                    | \$2.60   | \$2.45               | \$2.30   | \$2.20 |
| Chesapeake, Md.                   | 2.70     | 2.65                 | 2.40     | 2.30   |
| Harrisburg, Pa.                   | 2.50     | 2.45                 | 1.90     | 1.50   |
| Johnstown, Pa.                    | 2.50     | 2.30                 | 2.10     | 2.10   |
| Lebanon, Pa. P. R. R. and P. & L. | 2.50     | 2.35                 | 2.30     | 2.10   |
| New York, N. Y. (57th St.)        | 2.80     | 2.65                 | 2.50     | 2.50   |
| New York, N. Y. (Brooklyn)        | 2.80     | 2.75                 | 2.60     | 2.40   |
| Philadelphia                      | 2.60     | 2.45                 | 2.30     | 2.20   |
| Scranton, Pa.                     | 2.60     | 2.45                 | 2.30     | 2.20   |
| South Bethlehem, Pa.              | 2.10     | 2.35                 | 2.10     | 2.00   |
| Syracuse, N. Y.                   | 2.70     | 2.55                 | 2.40     | 2.30   |
| To ATLANTIC PORTS via P. R. R.    |          |                      |          |        |
| Greenwich, local                  | 2.35     | 2.20                 | 2.05     | 1.95   |
| Greenwich, export                 | 2.40     | 2.35                 | 1.90     | 1.80   |
| Smith Island, P. O. R. R. vessel  | 2.55     | 2.40                 | 2.25     | 2.15   |
| Maryland Coal Co.                 | 2.80     | 2.45                 | 2.30     | 2.20   |
| Greenville                        | 2.50     | 2.45                 | 2.30     | 2.20   |
| Canton, Balt., local              | 2.25     | 2.30                 | 2.05     | 1.95   |
| Canton, Balt., export             | 2.13     | 1.98                 | 1.82     | 1.73   |
| To ATLANTIC PORTS via B. & O.     |          |                      |          |        |
| Greenwich, local                  | 2.30     | 2.65                 |          |        |
| Greenwich, export                 | 2.40     | 2.30                 |          |        |
| St. George for Export             | 2.40     | 2.30                 |          |        |
| Philadelphia Coal Plate           | 2.35     | 2.20                 |          |        |
| Philadelphia for Export           | 2.20     | 2.00                 |          |        |
| Curtis Bay Pier                   | 2.20     | 2.20                 |          |        |
| Curtis Bay Pier for Export        | 2.18     | 1.95                 |          |        |

The rate from points on the Monongahela Railway in the Fairmont district south of the Pennsylvania state line to Johnstown is \$1.40 per net ton. Rates to Johnstown from Greenburgh and Larimore groups apply specifically from point of origin to destination.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River.

The Fairmont Rate on shipments from points east of Suterly, Pa.; from points on the Bradford & Monongahela Branch and from the Fairmont Region of West Virginia.

ORIGINATING DISTRICT

| Pittsburg                      |      | UPPER<br>COUNCIL<br>GROUP |      |      |
|--------------------------------|------|---------------------------|------|------|
| Rate per Net Ton of 2,000 lbs. |      | COUNCIL<br>CITY           |      |      |
| Baltimore, Md.                 | 1.75 | 1.90                      | 1.90 | 1.90 |
| Baltimore, Md.                 | 1.75 | 1.90                      | 1.90 | 1.90 |
| Canton, O.                     | 1.35 | 1.41                      | 1.30 |      |
| Chicago, Ill.                  | 2.45 | 2.45                      | 2.10 |      |
| Cleveland, O.                  | 1.42 | 1.42                      | 1.65 |      |
| Columbus, O.                   | 1.50 | 1.50                      | 1.77 |      |
| Detroit, Mich.                 | 2.05 | 2.05                      | 2.05 |      |
| Indiana Harbor, Ind.           | 2.15 | 2.45                      | 2.43 |      |
| Toledo, O.                     | 1.90 | 1.90                      | 1.90 |      |
| Youngstown, O.                 | 1.05 | 1.23                      | 1.20 |      |
| Lake Charles                   | 1.30 | 1.56                      | 1.45 |      |
| To CALIFORNIA BADING POINTS:   |      |                           |      |      |
| Pittsburgh                     | 1.75 | 1.90                      | 1.90 |      |
| Buffalo, N. Y.                 | 1.75 | 1.90                      | 1.90 |      |

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in each case before applying the rate as a particular extension, the point of origin should determine the exact location of the mine from which the coal will move, then refer to the Tariff naming the rate in question.

The Pittsburgh District includes points east as far as Larimore and south on the Southwest Branch to and including Ruffsdale; south to and not including Brownsville on the Pittsburgh, Virginia & Charleston; west to and including Dawson on the Baltimore & Ohio Railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston except Brownsville and all Monongahela River railroad points, New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

Warning Issued by Farm Bureau That Spraying Will Be Useless in Such Instances.

A recent survey made by the Fayette County Farm Bureau of late blight conditions in Fayette county shows that a large percentage of the fields are blighted to such a degree that spraying will not do any good. If the vines are still green and growing, spraying with Bordeaux mixture will prevent them from blighting.

This is to forearm those whose fields have blighted to such an extent that nothing can be done this season. Last year the farm bureau of the state conducted 260 potato spraying demonstrations, two of which were held in Fayette county. A demonstration consists of leaving four rows un-sprayed through a field which is being sprayed and at the end of the season comparing the yield.

An argument, it is stated, started among some spectators at the ball game over a strike and within a short time the contention had developed into a small-sized riot, missiles of all descriptions being hurled in every direction. The ball game was broken up and the ball bats were carried in to the fight. It was a blow from one of these bats that injured Smith.

After being struck, Smith is said to have staggered away, but later he was put on a street car bound for Brownsville. He was left on the car alone, as the story goes, and the conductor put him off the car as he was led to believe that he was under the influence of liquor. He was placed on the grass to rest a while and later West Penn officials, hearing of the case, sent members of a committee in connection with the picnic in progress at Shady Grove to look after him.

Smith was a married man and conducted a boarding house at Gates. An argument, it is stated, started among some spectators at the ball game over a strike and within a short time the contention had developed into a small-sized riot, missiles of all descriptions being hurled in every direction. The ball game was broken up and the ball bats were carried in to the fight. It was a blow from one of these bats that injured Smith.

After being struck, Smith is said to have staggered away, but later he was put on a street car bound for Brownsville. He was left on the car alone, as the story goes, and the conductor put him off the car as he was led to believe that he was under the influence of liquor. He was placed on the grass to rest a while and later West Penn officials, hearing of the case, sent members of a committee in connection with the picnic in progress at Shady Grove to look after him.

Smith was a married man and conducted a boarding house at Gates.

Large Field of Starters for Opening of Dawson Races.

One hundred nine entries have already been received for the 1